

Appendix A

SCOPING CORRESPONDENCE

Technical Note 01

Project	Smallford Works, St Albans	Prepared by:	Rob Davies
Project No:	102940	Approved by:	Paul Cranley
Client:	Stackbourne Ltd	Status:	Issue
Subject:	Transport Assessment Scoping Report	Date:	16/07/2019

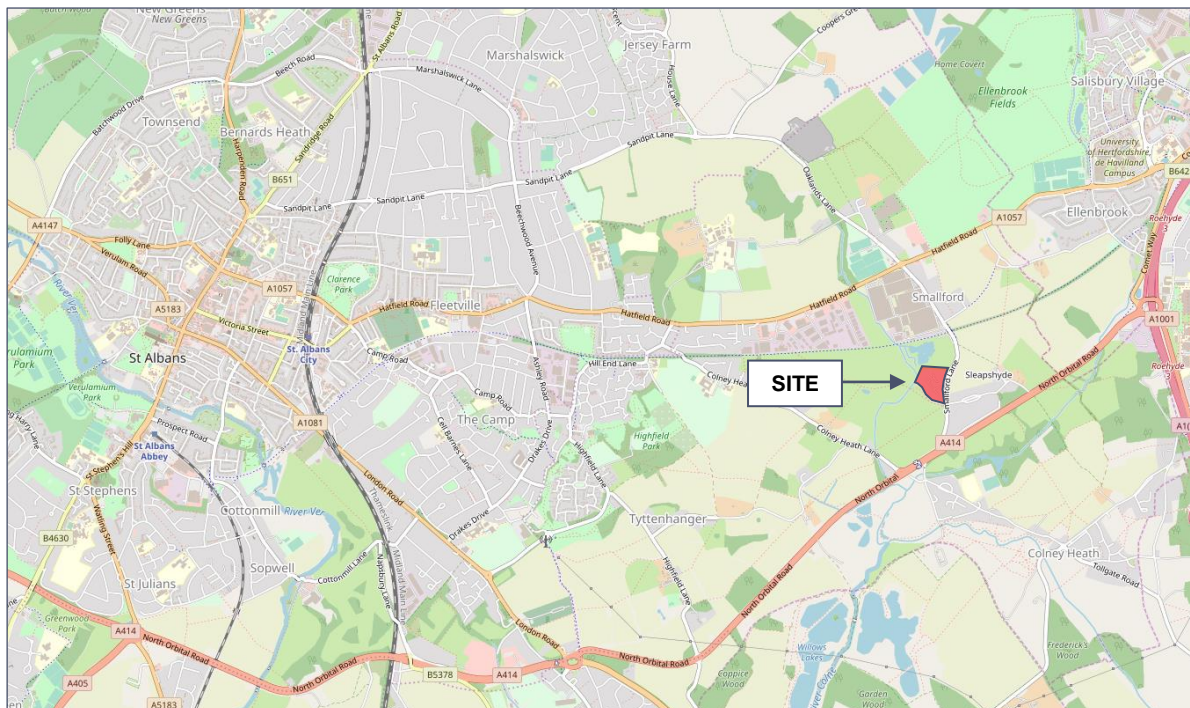
1 Introduction

- 1.1 Pell Frischmann (PF) is commissioned by Stackbourne Ltd (the 'Applicant'), to provide transport planning and highways consultancy services, and to prepare this Technical Note (TN), in connection with the proposed redevelopment of Smallford Works, Smallford Lane, St Albans, Hertfordshire (the 'site'). The Local Planning Authority (LPA) is St Albans City and District Council (SACDC), and the Local Highways Authority (LHA) is Hertfordshire County Council (HCC).
- 1.2 The purpose of this TN is to outline the proposed scope of a future Transport Assessment (TA) that will accompany a planning application for the redevelopment of the site to provide in up to 100 residential units (use class: C3), alongside appropriate access and infrastructure. This TN will also summarise the potential trip rates and generation of the proposed development, and the scope of potential highways assessments to be included within a future TA. Agreement to the contents, methodology and assessment results included within this TN is sought.

2 Site Location and Description

- 2.1 The site is located at Smallford Lane, to the east of St Albans. The site is located to the immediate west of the village of Sleepshyde. A site location plan, showing the location and indicative outline of the site in the context of St Albans, is provided in **Figure 2.1**.

Figure 2.1 Site Location Plan



Source: Openstreetmap (2019) with Pell Frischmann annotations

- 2.2 The site is located to the immediate west of Smallford Lane, and is surrounded on all other sides by arable or unused land. The site is currently occupied by a number of individual light-industrial units.

3 Baseline Transport Conditions

Public Transport Accessibility

Local Bus Services

- 3.1 The nearest bus stops to the site are located to the immediate southeast of the site on Smallford Lane. These stops are served by north and southbound services of the 305 bus route, which operates between Potters Bar / Colney Heath to the south and St Albans / Sandridge to the north. Four services every weekday operate in each direction on this route, reducing to three services a day on Saturdays.
- 3.2 There are additional bus stops located on Hatfield Road, approximately 1km (approximately 12 minutes walking / three minutes cycling distance) north of the site. These bus stops are served by the 300, 301, 601 AlbanWay, 602 and 653 Tigermoth bus routes, which provide frequent services to Welwyn Garden City, Hatfield and Stevenage to the east, and St Albans, Hemel Hempstead, Watford and Borehamwood to the west.
- 3.3 The 305 bus route provides a direct connection between the site and St Albans City Station. Frequent services to both St Albans City Station and Hatfield Station are also provided via the 300, 301 and 602 bus routes serving Hatfield Road to the north.

National Rail Services

- 3.4 The site is located approximately 5km (approximately 18 minutes cycle distance) from both St Albans City Station and Hatfield Station, which are located to the west and east of the site respectively.
- 3.5 St Albans City is served by Thameslink, which operate frequent services to Central London (London St Pancras International, London Blackfriars and London Bridge), Luton, Luton Airport Parkway, Gatwick Airport and Brighton. Facilities at St Albans City include a car park and cycle parking for up to 1,150 cycles.
- 3.6 Hatfield Station is served by Great Northern services to London Kings Cross, Cambridge, Moorgate and Welwyn Garden City. Cycle parking facilities are also provided at Hatfield Station.

Walking and Cycling Accessibility

- 3.7 There are continuous footways on the eastern side of the carriageway on Smallford Lane, which are considered to be suitably wide and well lit.
- 3.8 The Alban Way segregated foot and cycle path, which forms part of National Cycle Network (NCN) route 61, runs in an east-west direction approximately 350m north of the site and is accessible from the site via Smallford Lane. The Alban Way foot / cycleway runs between the centres of St Albans and Hatfield, including both railway stations. Additionally, a shared foot / cycleway runs along the northern side of the North Orbital Road (A414), which provides an alternative route to the centre of Hatfield.
- 3.9 A series of Public Rights of Way (PRoW) are also located within the vicinity of the site, including Colney Heath 2 and 22, which are provided in the form of a bridleway and footpath respectively.

Local Highway Network

- 3.10 Smallford Lane is a two-way single carriageway, which operates with a speed limit of 40mph. Smallford Lane connects with the North Orbital Road (A414) to the south and Hatfield Road (A1057) to the north via Station Road.

- 3.11 A review of the latest available Personal Injury Accident (PIA) data will be included within the TA. It is proposed to review PIA data for the Smallford Lane / Station Road corridor between Hatfield Road and the North Orbital Road.

Automatic Traffic Count Survey

- 3.12 An Automatic Traffic Count (ATC) survey was undertaken by a specialist independent survey company (MHC) on Smallford Lane within the vicinity of the existing site access for one week commencing Thursday 27th June 2019. The purpose of the ATC was to identify the speeds and volume of existing traffic along Smallford Lane. The average weekday inter-peak speeds have been calculated and identified, and a summary of the results are included in **Table 3.1**.

Table 3.1 Automatic Traffic Count Survey Inter-Peak Analysis

Time Period	Speed (mph)					
	Northbound		Southbound		Two-Way Average	
	85 th Percentile	Average	85 th Percentile	Average	85 th Percentile	Average
10:00-11:00	40.3	34.2	38.7	33.2	39.5	33.7
11:00-12:00	41.6	35.4	38.9	33.3	40.2	34.4
14:00-15:00	41.5	35.7	38.8	33.5	40.2	34.6
15:00-16:00	41.7	35.4	38.2	32.2	40.0	33.8
Average Inter Peak	41.3	35.2	38.7	33.1	40.0	34.1

Source: MHC (2019) and Pell Frischmann calculations

- 3.13 As shown in Table 3.1, the average two-way 85th percentile inter-peak speed recorded on Smallford Lane was 40mph. However, the average two-way speed was 34.1mph. The results of the ATC survey indicate that the vast majority of vehicles travelling along Smallford Lane do so within the enforced 40mph speed limit.

Classified Turning Count Surveys

- 3.14 A series of classified turning count surveys were also undertaken on Thursday 27th June 2019 on the following junctions:
- Existing Site Access / Smallford Lane / Sleafshyde Lane – crossroads;
 - Hatfield Road / Oaklands Lane / Station Road – four arm roundabout; and
 - Smallford Lane / North Orbital – priority junction.
- 3.15 With the exception of the site access junction, survey periods covered the typical AM and PM network peak periods of 07:00-10:00 and 16:00-19:00 respectively. In order to quantify the daily trip generation of the existing land use, the Site Access / Smallford Lane / Sleafshyde Lane was surveyed for the full daily 12-hour (07:00-19:00) period.

4 Development Proposals

- 4.1 It is proposed to submit a planning application for the redevelopment of the site to provide up to 100 residential units (use class: C3), alongside appropriate access and infrastructure. The indicative masterplan layout is illustrated in **Figure 4.1** for information.

Figure 4.1 Proposed Indicative Illustrative Masterplan



Source: Turner Studio (2019)

- 4.2 It is currently proposed to provide a mix of housing ranging from one bedroom apartments to four bedroom houses. As shown in Figure 4.1, access to the site is proposed via a new priority junction to the north of the existing junction. Walking and cycling facilities will be incorporated into the design of the new access junction.
- 4.3 The TA will seek to demonstrate that appropriate visibility splays can be provided. The TA will also include a swept path assessment to ensure that the appropriate service vehicles can access / egress and manoeuvre within the site as appropriate. This will be completed using a 12.2m long refuse vehicle in line with the requirements of HCC for testing new residential developments.
- 4.4 Car and cycle parking for the proposed development will be provided in accordance with the St Albans City and District Draft Local Plan (2020-2036).

5 Trip Generation

- 5.1 An initial trip generation assessment has been undertaken to quantify the number of vehicle trips generated by the existing land use at the site, in comparison with the proposed residential development. The traffic generation of the existing land use has been quantified using first-principle survey data, while the proposed residential development trip generation has been calculated using the industry-standard TRICS trip rate database, alongside local census data.
- 5.2 A net change comparison has also been undertaken to illustrate the difference between the traffic generated by the existing and proposed land uses during AM and PM peak hours and across the day. In order to provide a robust assessment of the net change between the two sets of traffic generation, the AM and PM peak hours of each respective land use have been provided for comparison.

Existing Trip Generation

- 5.3 As previously noted, turning counts were undertaken at the existing site access on Thursday 27th June 2019 for a 12-hour (07:00-19:00) period to quantify both the peak hour and daily trip generation of the current site. The surveyed peak hour and daily trip generation of the existing land use is provided in Table 5.1. The full survey data is included at **Appendix A**.

Table 5.1 Peak Hour and Daily Traffic Generation of Existing Land Use

Time Period	Number of Vehicles Generated		
	In	Out	Total
AM Peak Hour (07:00-08:00)	32	29	61
PM Peak Hour (16:15-17:15)	21	40	61
Daily (07:00-19:00)	231	256	487

Source: MHC Traffic Surveys (2019)

Proposed Development

Total People

- 5.4 The following site selection criteria have been used within TRICS to identify appropriate survey sites for the residential element of the proposed development:
- Residential – Houses Privately Owned (C3);
 - Sites in England and Wales (excluding Greater London) only;
 - Developments of 50-150 units;
 - Suburban Area, Edge of Town and Neighbourhood Centre only;
 - Weekday surveys only; and
 - Surveys undertaken within the last 10 years.
- 5.5 A total of 19 survey sites were identified using the above criteria. The resulting peak hour and daily total people (all mode) trip rates and trip generation for the proposed residential development are provided in **Table 5.2**, and the full TRICS output report is included at **Appendix B**.

Table 5.2 Total People (All Mode) Trip Rates and Trip Generation of Residential Units

Time Period	Trip Rate (per 1 unit)			Trip Generation (100 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour (07:00-08:00)	0.184	0.629	0.813	18	63	81
PM Peak Hour (16:15-17:15)	0.474	0.288	0.762	47	29	76
Daily (07:00-19:00)	3.468	3.542	7.010	347	354	701

Source: TRICS (v7.6.1) (2019) and Pell Frischmann calculations. Note: Numbers may not sum due to rounding.

Multi-Modal Trip Generation

- 5.6 In order to provide an accurate representation of the potential modal split of the proposed residential development, local census data has been utilised. The site is located within the St Albans 015D Lower Super Output Area (LSOA), which includes the areas to the immediate east and north of the site, which are considered to present an accurate representation of the potential travel patterns of the proposed development. The modal split is therefore considered to provide an accurate and robust assessment of the potential vehicular modal split of the site.

- 5.7 The modal split of the LSOA has been applied to the peak hour and daily total people trip generation of the proposed development to provide the multi-modal trip generation. The modal split of the St Albans 015D LSOA, and the resulting peak hour multi-modal trip generation of the proposed development, is presented in **Table 5.3**.

Table 5.3 Multi-Modal Trip Generation Assessment

Method of Travel	Modal Split	Trip Generation								
		AM Peak Hour			PM Peak Hour			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground / Light Rail	1%	0	0	1	0	0	1	2	2	5
Train	14%	3	9	11	6	4	10	47	48	95
Bus / Coach	2%	0	1	2	1	1	2	8	8	15
Taxi	0%	0	0	0	0	0	0	1	1	2
Motorcycle / Scooter	0%	0	0	0	0	0	0	1	1	2
Driving a Car / Van	64%	12	40	52	30	19	49	222	227	449
Passenger in Car / Van	3%	1	2	3	2	1	2	11	11	22
Bicycle	3%	0	2	2	1	1	2	9	10	19
On Foot	12%	2	8	10	6	3	9	41	42	84
Other	1%	0	1	1	0	0	1	3	4	7
Total	100%	18	63	81	47	29	76	347	354	701

Source: Census (2011), TRICS (v7.6.1) (2019) and Pell Frischmann calculations. Note: Numbers may not sum due to rounding.

Net Change in Vehicle Trips

- 5.8 A net change comparison has been undertaken between the surveyed existing and proposed residential traffic flows. The peak hour and daily vehicle trip generation profiles of the existing and proposed land uses, and the net change between the two land uses, is provided in **Table 5.4**.

Table 5.4 Net Change in Vehicle Trips – Existing and Proposed Land Uses

Land Use	Number of Vehicles								
	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Industrial Land Use	32	29	61	21	40	61	231	256	487
Proposed Residential Development	12	40	52	30	19	49	222	227	449
Net Change	-20	+11	-9	+9	-21	-12	-9	-29	-38

Source: MHC Traffic Surveys (2019), Census (2011), TRICS (v7.6.1) (2019) and Pell Frischmann calculations.

- 5.9 As shown in Table 5.4, the proposed development would be expected to result in a decrease in vehicle trips in comparison with the existing development during both AM and PM peak hours and across the day. The proposed change of use from a light industrial to a residential led development would also expect to result in a significant decrease in the number of Heavy Goods Vehicles (HGVs) generated by the site.

- 5.10 Given the net decrease in peak hour and daily traffic flows as a result of the proposed development, it is anticipated that no standalone junction modelling will be required within the TA. Agreement to the methodology of the trip generation assessment and the subsequent approach is sought.

6 Scope of Transport Study

- 6.1 The purpose of this TN is to agree the scope and content of the TA that is proposed to accompany the planning application for the redevelopment of the site. Agreement is sought to the contents of this TN, as well as the following scope of works to be included within the TA:

Policy Context

- 6.2 The following transport planning policy will be considered within the TA:

- National Planning Policy Framework (2019);
- Hertfordshire County Council Local Transport Plan (2018); and
- St Albans City and District Draft Local Plan (2018).

Baseline Conditions

- 6.3 In addition to the baseline summary provided within this TN, the TA will include the following:
- Summary of the accessibility of the site by public transport and walking / cycling; and
 - Review of local services / facilities within walking / cycling distance of the site.
- 6.4 Confirmation is sought that the above covers the requirements and is acceptable to HCC.

Proposed Development

- 6.5 The TA will provide a summary of the proposed development, including the following:
- Review of access arrangements, including swept path analysis and visibility splays;
 - Swept path assessment of internal layout of the site (agreement is sought as to size of appropriate refuse vehicle; and
 - Summary of servicing and refuse strategy for the development.

Trip Generation Assessment

- 6.6 Agreement is sought from HCC as to the trip rates and methodology provided within this TN, in terms of both the existing and proposed quantum of trips outlined. PF would also like to confirm that no junction capacity assessments will be required as part of the TA.

Robert Davies

From: Alan Story <Alan.Story@hertfordshire.gov.uk>
Sent: 24 July 2019 11:30
To: Robert Davies
Cc: Paul Cranley
Subject: RE: [Ext Msg] Smallford Works, Smallford Lane, St Albans - my reference SA/474/2019 [CJ-WORKSITE.FID401935]

Dear Robert

I am reasonably flexible w/b 5th August (having given no consideration to when to book any leave thus far this year).

Perhaps you will suggest a date / time convenient to yourself and colleague and we can firm something up this week for the week beginning the 5th

In terms of brief comments on the proposals – clarity should be provided in terms of any connection to your site from the existing access point (opposite Sleafshyde Lane). I note there is a connection – but I assume this is pedestrian only. Please clarify.

There would, as a result, be a requirement to close this access to vehicular traffic – and at such an opportunity, review of the existing junction arrangement is recommended to reduce the width of the access.

Noting the introduction of a pedestrian access at this point, this should be provided with footway connection to Smallford Lane, and appropriate provision for uncontrolled crossing point across Smallford Lane.

Further, whilst the proposed access is shown provided with footway spurs both sides, (figure 4.1 your Technical Note) – these should be extended such that they provide a link to the bus stop (and, to link with the aforementioned link to the southern end of the site, ideally shall be provided for the entire frontage of your site (from proposed access South).

Bus stops locally shall require improvement to provide accessible kerbing, and would benefit from a replacement shelter noting the condition of facility on site.

Such requirements would, I suggest, be delivered under 278 rather than secured as a financial contribution.

It is assumed that visibility from the access shall be compliant with DMRB for 40mph and would be expected to be demonstrated as part of the application. A reduction on such splays may be acceptable to MfS limits for 40mph subject to discussion.

I am satisfied with the trip rate selection criteria for TRICS that you present within the TN. It seems reasonable to consider LSOA 2011 census travel to work data for application against the TRICS multi-modal trip assessment.

Access shall need to be provided to appropriate kerb radii and width, as defined by Roads in Hertfordshire.

Primarily however – Any Transport Statement shall need to demonstrate how the development may be considered as compliant with the NPPF and also the County Councils Local Transport Plan 4.

Our LTP4 places increased emphasis on the sustainability of development, reflecting the requirements of the NPPF, and ensuring that development is positioned in a manner to support and promote sustainable forms of travel rather than private car use.

Your site, whilst served by a bus stop locally is only accessible by the 305. This service is extremely low frequency.

Whilst you recognise in the TN the site is 1km (Actual 1.1km from southern end) from Hatfield Road, without adequate review of crossing facilities and footway conditions, it cannot be assured this is a viable distance to walk to access services. I would observe that at the point that Station Road passes over the disused railway line (Alban Way) widths are significantly constrained.

These are only some initial comments – I look forward to the opportunity to meet to discuss further.

I look forward to your advice in terms of meeting dates.

Rgrds
Alan

Alan Story.
Senior Development Officer
Highways, Mid Herts, 1st Floor East Link,
County Hall, Pegs Lane, Hertford, SG13 8DN

Telephone: 01992 658326 Internal dial: 58326



From: Robert Davies <RDavies@pellfrischmann.com>
Sent: 22 July 2019 16:38
To: Alan Story <Alan.Story@hertfordshire.gov.uk>
Cc: Paul Cranley <PCranley@pellfrischmann.com>
Subject: RE: [Ext Msg] Smallford Works, Smallford Lane, St Albans - my reference SA/474/2019 [CJ-WORKSITE.FID401935]

Hi Alan,

Thanks for getting back to us. We have requested highway boundary information which we are expecting this week.

Unfortunately both myself and my colleague who is also working on this project are both on leave for the majority of next week. Would you have any availability to meet the week commencing 5th August? If you have any observations or comments in the meantime that may also be useful.

Regards,

Rob

Robert Davies
Senior Transport Planner
5 Manchester Square T: 0207 486 3661
London D: 0207 299 2818
W1U 3PD M: 07772 725485

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From: Alan Story <Alan.Story@hertfordshire.gov.uk>

Sent: 22 July 2019 16:26

To: Robert Davies <RDavies@pellfrischmann.com>

Subject: RE: [Ext Msg] Smallford Works, Smallford Lane, St Albans - my reference SA/474/2019 [CJ-WORKSITE.FID401935]

Dear Robert

I have had an opportunity to review the Technical Note 01 for the Smallford Works development.

I can confirm attendance on site.

I would confirm that I have, this minute, requested highway boundary details which I consider will be useful in discussions. I expect these within 7-10 days. You are welcome to apply separately for such information (<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx>)

Given the small delay in getting this information, might I suggest meeting next week (perhaps 1st / 2nd of August)....perhaps you'd advise your availability around these dates?

I can, obviously, provide you with initial observations via email – but as you've requested a pre-application meeting its' seems sensible to go through this in more detail when we meet.

Sincerely

Alan

Alan Story.
Senior Development Officer
Highways, Mid Herts, 1st Floor East Link,
County Hall, Pegs Lane, Hertford, SG13 8DN

Telephone: 01992 658326 Internal dial: 58326



From: Robert Davies <RDavies@pellfrischmann.com>

Sent: 16 July 2019 16:14

To: Alan Story <Alan.Story@hertfordshire.gov.uk>

Cc: Paul Cranley <PCranley@pellfrischmann.com>; Luke Craddy <LCraddy@pellfrischmann.com>; Stanley, Jamie <Jamie.Stanley@carterjonas.co.uk>

Subject: RE: [Ext Msg] Smallford Works, Smallford Lane, St Albans - my reference SA/474/2019 [CJ-WORKSITE.FID401935]

Hello Alan,

We have prepared a Transport Assessment scoping report in connection with the proposals at Smallford Works for yourself to review, please see attached.

Are you able to suggest a convenient time for a meeting to discuss the scoping report and the application going forward? Please feel free to get in touch if you wish to discuss further.

Regards,

Robert Davies

Senior Transport Planner

5 Manchester Square T: 0207 486 3661
London D: 0207 299 2818
W1U 3PD M: 07772 725485

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From: Paul Cranley <PCranley@pellfrischmann.com>

Sent: 12 July 2019 21:33

To: Luke Craddy <LCraddy@pellfrischmann.com>; Robert Davies <RDavies@pellfrischmann.com>

Subject: Fwd: [Ext Msg] Smallford Works, Smallford Lane, St Albans - my reference SA/474/2019 [CJ-WORKSITE.FID401935]

Begin forwarded message:

From: "Churchill, David" <David.Churchill@carterjonas.co.uk>

Date: 12 July 2019 at 12:12:06 BST

To: Alan Story <Alan.Story@hertfordshire.gov.uk>

Cc: "Stanley, Jamie" <Jamie.Stanley@carterjonas.co.uk>, "Cox, Hannah" <Hannah.Cox@carterjonas.co.uk>, Paul Cranley <PCranley@pellfrischmann.com>

Subject: RE: [Ext Msg] Smallford Works, Smallford Lane, St Albans - my reference SA/474/2019 [CJ-WORKSITE.FID401935]

Alan,

Thanks for the email.

I have copied my colleagues Jamie Stanley and Hannah Cox who are managing the proposals as well as Paul Cranley from Pell Frischmann who is dealing with the transport assessment.

I believe you will get more joy from dealing with them on the matters of detail, but I agree that your suggestions below are a sensible way forward.

Regards

David Churchill
Partner

Carter Jonas

T: 020 7518 3348 | M: 07866 794560 | carterjonas.co.uk
One Chapel Place, London, W1G 0BG



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From: Alan Story [<mailto:Alan.Story@hertfordshire.gov.uk>]
Sent: 12 July 2019 11:49
To: Churchill, David <David.Churchill@carterjonas.co.uk>
Subject: [Ext Msg] Smallford Works, Smallford Lane, St Albans - my reference SA/474/2019

Dear David

As a Senior Development Officer within the Highway Authority, your request for pre-application advice has been passed to me for action.

I note that your proposals are for circa 100 residential units.

I note that you have requested a meeting, as well as review of in principle highway proposals and review of Transport Scope and review of trip generation.

It would seem sensible to me, that in advance of a meeting if you supply any details of the proposals you have – this will enable to me review the development in advance of our meeting and therefore enable the time to be most productive.

It would then seem that the outcome of the meeting would then enable a Transport Assessment scope to be prepared, enabling the next steps of your pre-application.

I believe I may have cursory awareness of your proposals – I recall a recent EIA scoping enquiry placed upon the LPA upon which the HA were consulted – district reference 5/2019/1316.

If you agree with the above approach then, on review of any details you may have, we might establish a time convenient to yourself to discuss the application.

Sincerely

Alan

Alan Story.
Senior Development Officer
Highways, Mid Herts, 1st Floor East Link,
County Hall, Pegs Lane, Hertford, SG13 8DN

Telephone: 01992 658326 Internal dial: 58326



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Technical Note 02

Project	Smallford Works, St Albans	Prepared by:	Rob Davies
Project No:	102940	Approved by:	Paul Cranley
Client:	Stackbourne Ltd	Status:	Issue
Subject:	Summary of Pre-Application Meeting with Hertfordshire County Council Highways	Date:	19/09/2019

1 Introduction

- 1.1 Pell Frischmann (PF) is commissioned by Stackbourne Ltd (the 'Applicant'), to provide transport planning and highways consultancy services, and to prepare this Technical Note (TN), in connection with the proposed redevelopment of Smallford Works, Smallford Lane, St Albans, Hertfordshire (the 'site'). The local highways authority is Hertfordshire County Council (HCC).
- 1.2 The purpose of this TN is to provide a summary of the discussions held between PF (Rob Davies and Paul Cranley) and HCC (Alan Story) during the pre-application scoping meeting held on 09/08/2019. This note should be read alongside PF's Transport Assessment (TA) Scoping Report (TN01), dated 16/07/2019.

2 Scoping Meeting

- 2.1 A summary of the various points raised during the meeting are as follows:

Accessibility

- 2.2 HCC requested that a review of the site's accessibility, particularly relating to the Alban Way cycle/footway, should be included within the TA.
- 2.3 PF have subsequently undertaken a site visit to review the existing connectivity to the Alban Way. The site is considered to benefit of a relatively high quality connectivity to the Alban Way, with continuous footways on the eastern side of Smallford Lane running between the site and the Alban Way. Step-free access of an appropriate gradient is also provided between Smallford Lane and the Alban Way, as shown in **Figure 2.1**.

Figure 2.1 Access to Alban Way



Source: Pell Frischmann (2019)

- 2.4 PF suggested during the meeting that vegetation encroaching the footway within the adopted highway could be cut back to further increase the width of the footway along Smallford Lane. It was also agreed that an informal pedestrian crossing should be provided adjacent to the proposed site access, with a footway connecting with the crossing incorporated into the design of the proposed site access.
- 2.5 The proposed footway would also be required to connect with the existing bus stop on the western side of Smallford Lane. HCC indicated that improvements to the bus stop would be required, which would be delivered via S278.
- 2.6 It was also suggested during the meeting that the existing site access to the site, which incorporates a Public Right of Way (PRoW) would be narrowed as it will no longer be required to accommodate vehicles. The existing access will also be incorporated into the proposed development in the form of a pedestrian / cycle access into the southeastern corner of the site. The improvements to the existing site access will also be delivered via S278.

Proposed Masterplan and Internal Layout

- 2.7 HCC indicated that the bellmouth of the site access junction is likely to be adopted, but that the internal roads within the site are unlikely to be included for adoption. However, HCC specified that the internal roads should be designed in accordance with adoptable standards, and that the internal layout should be tracked to ensure it can accommodate a 12.5m refuse vehicle.
- 2.8 Car and cycle parking for the proposed development will be provided in accordance with the St Albans City and District Draft Local Plan, and HCC indicated that the proposed development will be required to meet the specified standards.
- 2.9 At the time of writing, the draft proposed illustrative masterplan includes a number of cul-de-sacs. HCC specified that shared surfaces would be suitable for roads serving up to 25 residential dwellings.

Site Access

- 2.10 PF indicated that a S278 application for the proposed site access junction has already been submitted. This drawing is included at **Appendix A**.

Trip Generation and Modelling

- 2.11 HCC indicated that the methodology used to derive both the existing and proposed land uses was acceptable. Given that the proposed development is expected to result in a net decrease in vehicle trip generation in comparison with the existing land use, HCC also confirmed that no junction capacity modelling would be required within the TA.

Travel Plan and Construction Traffic Management Plan

- 2.12 HCC indicated that a draft Travel Plan (TP) should be included within the planning submission, alongside the TA. A full TP would then be secured via the S106. A Construction Traffic Management Plan (CTMP) would also be secured by a planning condition.

Robert Davies

From: Alan Story <Alan.Story@hertfordshire.gov.uk>
Sent: 16 October 2019 09:55
To: Robert Davies
Subject: smallford works

Robert

My apologies for the delay in replying to this email.

I can confirm that the notes from our meeting, captured within Technical Note 2, are a fair and accurate record of our discussions. I am to understand that the s278 agreement is close to completion (sealing) which provides for the junction arrangement shown in Appendix A to Technical Note 2, and relates to the junction arrangement provided by earlier planning decisions.

Para 2.11 of Technical Note 2 is correct – I am acceptant of the TRICS survey sets used in the preparation of trip rates and agree with the conclusions that the development proposals represent a reduction in trips compared with existing, and consequently would not be requiring wider modelling. This shall equally apply to the proposed new junction arrangement, noting that this shall have been demonstrated at the time of the earlier consent as necessary / appropriate.

The described highway works are acceptable, however I would direct you to contact our Rights of Way Team to establish any particular requirements in terms of any changes to RoW 022 – clearly its' understood that the line and orientation of the route shall not change, therefore it shall not necessitate changes to the Definitive map, but it would be beneficial to ensure that the proposed changes are not of concern to the Rights of Way Team. They may be contacted at Row@hertfordshire.gov.uk.

Para. 2.12 – Please refer to our Travel Plan guidance. https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#DynamicJumpMenuManager_1_Anchor_5 This describes that it is the policy of HCC to secure a contribution towards the costs of ongoing support and monitoring. This would be £6000, and would be secured by s106. In respect of the CMP – please note that this would be a pre-commencement condition, unless the CMP is submitted as part of the planning application itself.

Omitted by the meeting note is the discussion on S106. The Highway Authorities approach to sustainable transport and developer obligations is provided here;

<https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx>

Improvements to bus stops (as per para.2.5) would be offset against any contribution sought, such contributions reasonably shall be applied towards improvements to the Alban Way and access to / from it.

Other than the above, this note (and my email 24th July) confirms satisfaction of the contents of Technical Note 1

Sincerely
Alan

Alan Story.
Senior Development Officer
Highways, Mid Herts, 1st Floor East Link,
County Hall, Pegs Lane, Hertford, SG13 8DN



****Disclaimer****

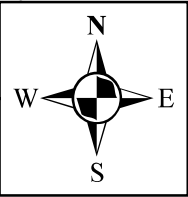
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Appendix A
S278 Proposed Site Access

Appendix B

PERSONAL INJURY ACCIDENT COLLISION DATA

Smallford Lane St Albans



Legend

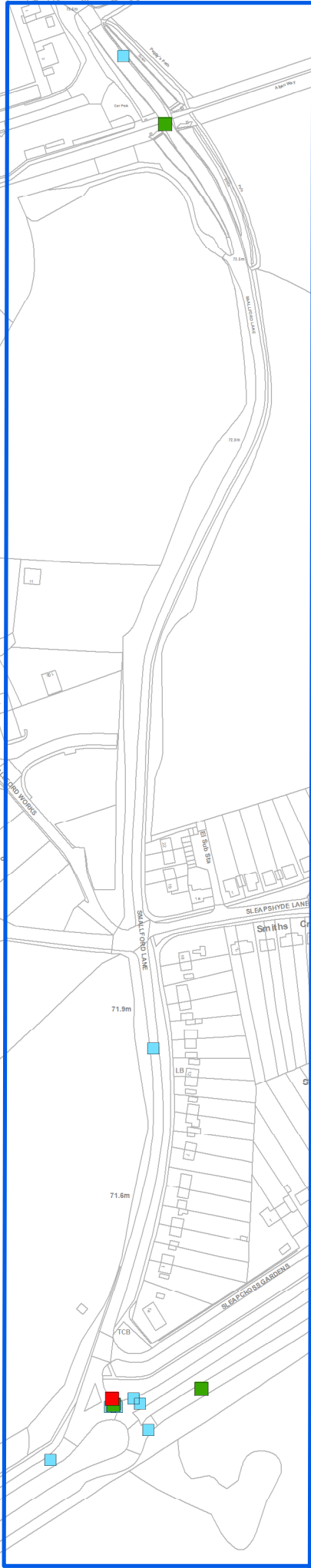
Accidents by Severity
from 1 Jul 2016 to 30 Jun 2019

Fatal

Serious

Slight

Selection Boundary



File.	HC_77000017-03L 23969		
	Prepared	Checked	Approved
Initials	ACN	ACN	
Date	17/10/2019	17/10/2019	

Full Confidential Accident Report

Date Produced: 17-Oct-19

Set Name (if saved) : 23969

Set Total : 13

Accident Details:

Acc Ref:	2019-410845290	1st / 2nd Rd:	A414/07 C61/10	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	2
Day of Week:	Sun	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	26/05/2019 11:55:00	District:	StAlbs	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	50mph	C/way Hazard:	None	C/way Type:	R/bout	Ped Xing:	Npernox
								On Site:	Yes

A414 London Colney Longabout St Albans J/w C61 Smallford Lane

Both Vs Cars. V1 Trav Ne On London Colney Longabout Has Collided With O/s V2 Pulling Onto Longabout From Smallford Lane To V1 N/s Across Path V1 Causing V2 To Collide With Centre Of Rbt

Easting: 519837

Northing: 206447

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	B	Speeding					
V 2	A		Misspeed				

Casualty Details

Acc Ref:	2019-410845290	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	39	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Acc Ref:	2019-410845290	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	75	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Male	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	152803	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	39
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Middle	Object off Cway	None	To:	Ne	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		

Set Name (if saved) : 23969

Page 1 of 17

Acc Ref:		Manoeuvre:	Starting	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Notreq	Driver Age:	75
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Ne	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	Sw	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	Offside	J Purpose:	Other	Driver Severity:	Slight		

Accident Details:

Acc Ref: 2019-410831714	1st / 2nd Rd: A414/09 NONE	Jun Detail: Notjunct	Weather: Rain	Num Cas: 1
Day of Week: Mon	Parish:	Jun Control: Notjunct	Light: Day	Num Peds: 0
Date: 08/04/2019 07:00:00	District: StAlbs	Spec Conditions: None	Road Surface: Wet	Num Vehicles: 2
Acc Severity: Serious	Speed Limit: 50mph	C/way Hazard: None	C/way Type: Dual	Ped Xing: Npernox
A414 North Orbital Road Colney Heath Approx 50m Ne J/w A414 London Colney Longabout				On Site: Yes
Both Vs Trav Sw On North Orbital Road. V1 M/c Over 500cc In Lane 1 Has Changed Lane To Right In Order To Overtake Slow Moving Veh & Collided With N/s V2 Car In Lane 2 Causing Rider V1 To Fall				

Easting: 519892**Northing:** 206458***Contributory Factors***

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri	Poorturn	Newdrivr			
V 1	B				Badweath		

Casualty Details

Acc Ref: 2019-410831714	Cas Class: Driver	Car Passenger: No	Cas Severity: Serious	Ped Movement: Notped
Veh Ref: 1	Cas Age: 35	PSV Passenger: No	Road User Class: Motorcyclists	Ped Location: Notped
Cas Ref: 1	Cas Gender: Female	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 152546	Manoeuvre: Chglnrig	Skidding: None	Impact Point: Front	Driver Breath Test: Negati	Driver Age: 35
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Mc>500	Junction: Notjunct	Object off Cway None	To: Sw	Driver Gender: Female	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Unknown	Driver Severity: Serious	

Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Nearside	Driver Breath Test: Negati	Driver Age: 31
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Notjunct	Object off Cway None	To: Sw	Driver Gender: Female	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Unknown	Driver Severity: None	

Accident Details:

Acc Ref: 2018-410810939	1st / 2nd Rd: C61/10 NONE	Jun Detail: Notjunct	Weather: Fine	Num Cas: 4
Day of Week: Wed	Parish:	Jun Control: Notjunct	Light: Darknone	Num Peds: 0
Date: 12/12/2018 19:35:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Serious	Speed Limit: 40mph	C/way Hazard: None	C/way Type: Single	Ped Xing: Npernox
C61 Smallford Lane St Albans On Railway Bridge Approx 75m Se J/w U876 Wilkins Green Lane				On Site: Yes
Both Vs Cars. V1 Trav Nw On Smallford Lane Over Railway Bridge Has Collided Head On With V2 Trav Se On Wrong Side Of C/way Causing V2 To Leave C/way O/s Into A Ditch				

Easting: 519870

Northing: 207220

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	B	Badrldlay	Nervdriv				

Casualty Details

Acc Ref: 2018-410810939	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 2	Cas Age: 86	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Wornind	School Pupil:	Ped Work on Rd: Notped

Acc Ref: 2018-410810939	Cas Class: Driver	Car Passenger: No	Cas Severity: Serious	Ped Movement: Notped
Veh Ref: 1	Cas Age: 61	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 2	Cas Gender: Male	Seat Belt: Wornind	School Pupil:	Ped Work on Rd: Notped

Acc Ref: 2018-410810939	Cas Class: Passenge	Car Passenger: Frontsea	Cas Severity: Serious	Ped Movement: Notped
Veh Ref: 2	Cas Age: 85	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 3	Cas Gender: Female	Seat Belt: Wornind	School Pupil:	Ped Work on Rd: Notped

Acc Ref: 2018-410810939	Cas Class: Passenge	Car Passenger: Frontsea	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 61	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 4	Cas Gender: Female	Seat Belt: Wornind	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 152421	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Ntprov	Driver Age: 61
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Se	Hit and Run: Nothtrun	

Set Name (if saved) : 23969

Veh Type:	Car	Junction:	Notjunct	Object off Cway	None	To:	Nw	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Other	Driver Severity:	Serious		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	86
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Notthrun		
Veh Type:	Car	Junction:	Notjunct	Object off Cway	Inditch	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	Offside	J Purpose:	Other	Driver Severity:	Slight		

Accident Details:

Acc Ref: 2018-410324262	1st / 2nd Rd: A414/09 A414/07	Jun Detail: R/bout	Weather: Fine	Num Cas: 2
Day of Week: Sat	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 0
Date: 11/08/2018 08:18:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 70mph	C/way Hazard: None	C/way Type: Dual	Ped Xing: Npernox
A414 North Orbital Road St Albans J/w A414 London Colney Longabout				On Site: Yes

Both Vs Cars Trav Sw On North Orbital Road. V2 Waiting To Enter London Colney Longabout When V1 Has Collided With Rear V2 In Lane 1

Easting: 519860

Northing: 206433

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Misspeed					

Casualty Details

Acc Ref: 2018-410324262	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 75	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Female	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Acc Ref: 2018-410324262	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 2	Cas Age: 39	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 2	Cas Gender: Female	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 151339	Manoeuvre: Stopping	Skidding: None	Impact Point: Front	Driver Breath Test: Notreq	Driver Age: 75
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Approach	Object off Cway: None	To: Sw	Driver Gender: Female	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Other	Driver Severity: Slight	

Acc Ref:	Manoeuvre: Waitahea	Skidding: None	Impact Point: Back	Driver Breath Test: Notreq	Driver Age: 39
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Approach	Object off Cway: None	To: Sw	Driver Gender: Female	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Other	Driver Severity: Slight	

Accident Details:

Acc Ref: 2018-410314463	1st / 2nd Rd: A414/07 C61/10	Jun Detail: R/bout	Weather: Fine	Num Cas: 2
Day of Week: Sat	Parish:	Jun Control: Giveway	Light: Darklit	Num Peds: 0
Date: 21/07/2018 22:15:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Serious	Speed Limit: 50mph	C/way Hazard: None	C/way Type: R/bout	Ped Xing: Npernox
A414 London Colney Longabout St Albans J/w C61 Smallford Lane				On Site: No

V1 Car Trav Ne On London Colney Longabout When V2 Car Entered Longabout From Smallford Lane At Speed & Collided With N/s V1 Causing V1 To Leave C/way Straight Ahead

Easting: 519839

Northing: 206448

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	A	Flookdri	Speeding				
V 2	B			Dissign	Reckdriv		

Casualty Details

Acc Ref: 2018-410314463	Cas Class: Driver	Car Passenger: No	Cas Severity: Serious	Ped Movement: Notped
Veh Ref: 2	Cas Age: 39	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Acc Ref: 2018-410314463	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 32	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 2	Cas Gender: Male	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 151077	Manoeuvre: Ahead	Skidding: Skidded	Impact Point: Front	Driver Breath Test: Notcon	Driver Age: 32
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothrun	
Veh Type: Car	Junction: Middle	Object off Cway None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy Nearside	J Purpose: Unknown	Driver Severity: Slight	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notcon	Driver Age: 39
Veh Ref: 2	Location: Carw	Object in Cway: None	From: N	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Er/about	Object off Cway None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Unknown	Driver Severity: Serious	

Accident Details:

Acc Ref: 2018-410268046	1st / 2nd Rd: A414/08 A414/07	Jun Detail: R/bout	Weather: Fine	Num Cas: 1
Day of Week: Thu	Parish:	Jun Control: Giveway	Light: Darklit	Num Peds: 0
Date: 18/01/2018 23:30:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 1
Acc Severity: Slight	Speed Limit: 70mph	C/way Hazard: None	C/way Type: R/bout	Ped Xing: Npernox
A414 North Orbital Road St Albans J/w A414 London Colney Longabout				On Site: Yes

V1 Car Trav West On London Colney Longabout Has Failed To Negotiate The Exit Of Rbt & Hit N/s Kerb Before Leaving C/way N/s Colliding With Lamp Post

Easting: 519851

Northing: 206452

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Juncover	Poorturn	Lostcont	Distrout		

Casualty Details

Acc Ref: 2018-410268046	Cas Class: Passenge	Car Passenger: Rearseat	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 35	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Female	Seat Belt: Notworn	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 150283	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Negati	Driver Age: 42
Veh Ref: 1	Location: Carw	Object in Cway: Kerb	From: W	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Exit	Object off Cway Lamppost	To: E	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy Nrebound	J Purpose: Work	Driver Severity: None	

Accident Details:

Acc Ref: 2017-410259829	1st / 2nd Rd: A414/07 C61/10	Jun Detail: T	Weather: Fine	Num Cas: 1
Day of Week: Wed	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 0
Date: 04/01/2017 07:57:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 60mph	C/way Hazard: None	C/way Type: Dual	Ped Xing: Npernox
A414 London Colney Longabout St Albans J/w C61 Smallford Lane				On Site: Yes

V2 M/c Over 500cc Trav Ne Across Longabout Has Been Hit N/s By V1 Car Entering Longabout From Smallford Lane To V2 N/s Causing Rider V2 To Fall

Easting: 519840

Northing: 206449

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri					

Casualty Details

Acc Ref: 2017-410259829	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 2	Cas Age: 42	PSV Passenger: No	Road User Class: Motorcyclists	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 149612	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notreq	Driver Age: 39
Veh Ref: 1	Location: Carw	Object in Cway: None	From: N	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Emain	Object off Cway None	To: S	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Tofrowrk	Driver Severity: None	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Nearside	Driver Breath Test: Ntprov	Driver Age: 42
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothtrun	
Veh Type: Mc>500	Junction: Middle	Object off Cway None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Work	Driver Severity: Slight	

Accident Details:

Acc Ref: 2016-410139630	1st / 2nd Rd: A414/07 C61/10	Jun Detail: R/bout	Weather: Fine	Num Cas: 2
Day of Week: Mon	Parish:	Jun Control: Giveway	Light: Darklit	Num Peds: 0
Date: 12/12/2016 21:48:00	District: StAlbs	Spec Conditions: None	Road Surface: Wet	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 50mph	C/way Hazard: None	C/way Type: R/bout	Ped Xing: Npernox
A414 London Colney Longabout St Albans J/w C61 Smallford Lane				On Site: Yes
Both Vs Cars. V1 Trav Sw On Smallford Lane Has Entered Longabout To Turn Right Across Path V2 Trav Ne On Longabout. V2 Has Collided With R/o/s V1 Causing V1 To Leave C/way Offside Into Give Way Sign				

Easting: 519841

Northing: 206447

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Misspeed					
V 2	B		Speeding				

Casualty Details

Acc Ref: 2016-410139630	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 29	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Female	Seat Belt: Wornnot	School Pupil:	Ped Work on Rd: Notped
Acc Ref: 2016-410139630	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 2	Cas Age: 42	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 2	Cas Gender: Male	Seat Belt: Wornnot	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 147565	Manoeuvre: Turnrigh	Skidding: None	Impact Point: Offside	Driver Breath Test: Negati	Driver Age: 29
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Er/about	Object off Cway Sign/ats	To: Sw	Driver Gender: Female	
Foreign Veh:	Towing: None	velcwy Offside	J Purpose: Unknown	Driver Severity: Slight	

Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	42
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Middle	Object off Cway	None	To:	Ne	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		

Accident Details:

Acc Ref: 2016-410138382	1st / 2nd Rd: A414/07 C61/10	Jun Detail: R/bout	Weather: Rain	Num Cas: 1
Day of Week: Mon	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 0
Date: 12/12/2016 09:40:00	District: StAlbs	Spec Conditions: None	Road Surface: Wet	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 50mph	C/way Hazard: None	C/way Type: R/bout	Ped Xing: Npernox
A414 North Orbital Road, London Colney Longabout, Est 16m Sw J/w C61 Smallford Lane				On Site: Yes
V2 Lgv Following V1 Car Trav Ne On A414. V1 Slowed On Approac To Jct, V2 Failed To Slow In Time & Collided With R/o V1				

Easting: 519801

Northing: 206415

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	A		Tooclose	Distrout			
V 2	B	Slipweat					

Casualty Details

Acc Ref: 2016-410138382	Cas Class: Passenge	Car Passenger: Frontsea	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 59	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 147823	Manoeuvre: Stopping	Skidding: None	Impact Point: Back	Driver Breath Test: Negati	Driver Age: 56
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Middle	Object off Cway None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Work	Driver Severity: None	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Negati	Driver Age: 22
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothtrun	
Veh Type: Gdltwght	Junction: Middle	Object off Cway None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Work	Driver Severity: None	

Accident Details:

Acc Ref: 2016-410128325	1st / 2nd Rd: C61/10 NONE	Jun Detail: Notjunct	Weather: Fine	Num Cas: 2
Day of Week: Fri	Parish:	Jun Control: Notjunct	Light: Day	Num Peds: 0
Date: 28/10/2016 12:13:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 30mph	C/way Hazard: None	C/way Type: Single	Ped Xing: Npernox
C61 Smallford Lane St Albans Approx 70m South Xrds J/w U847 Butterwick Lane & U868 Sleafshyde Lane				On Site: No
Both Vs Trav North On Smallford Lane & V1 Goods Veh Has Collided With Rear V2 Car				

Easting: 519863

Northing: 206663

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A		Flookdri				
V 1	B			Tooclose			
V 2	A	Stopping					

Casualty Details

Acc Ref: 2016-410128325	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 2	Cas Age: 28	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Acc Ref: 2016-410128325	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 64	PSV Passenger: No	Road User Class: Goods Vehicles	Ped Location: Notped
Cas Ref: 2	Cas Gender: Male	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 147540	Maneouvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notcon	Driver Age: 64
Veh Ref: 1	Location: Carw	Object in Cway: None	From: S	Hit and Run: Nothtrun	
Veh Type: Goodsuk	Junction: Notjunct	Object off Cway: None	To: N	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Unknown	Driver Severity: Slight	

Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Notcon	Driver Age:	28
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Notjunct	Object off Cway	None	To:	N	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		

Accident Details:

Acc Ref: 2016-410119201	1st / 2nd Rd: C61/10 NONE	Jun Detail: Notjunct	Weather: Fine	Num Cas: 1
Day of Week: Wed	Parish:	Jun Control: Notjunct	Light: Darkunkn	Num Peds: 0
Date: 05/10/2016 19:46:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 1
Acc Severity: Slight	Speed Limit: 40mph	C/way Hazard: None	C/way Type: Single	Ped Xing: Npernox
C61 Smallford Road Smallford Approx 30m South J/w U876 Wilkins Green Lane				On Site: Yes
V1 Car Trav North On Smallford Lane Has Lost Control & Left C/way O/s Colliding With A Tree				

Easting: 519845**Northing:** 207261***Contributory Factors***

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A		Lostcont				
V 1	B	Poorturn		Reckdriv			

Casualty Details

Acc Ref: 2016-410119201	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 28	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Female	Seat Belt: Wornnot	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 147133	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Negati	Driver Age: 28
Veh Ref: 1	Location: Carw	Object in Cway: None	From: S	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Notjunct	Object off Cway Tree	To: N	Driver Gender: Female	
Foreign Veh:	Towing: None	velcwy Offside	J Purpose: Other	Driver Severity: Slight	

Accident Details:

Acc Ref: 2016-410119211	1st / 2nd Rd: A414/08 C61/10	Jun Detail: R/bout	Weather: Fine	Num Cas: 1
Day of Week: Tue	Parish:	Jun Control: Giveway	Light: Darklit	Num Peds: 0
Date: 04/10/2016 04:27:00	District: StAlbs	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 1
Acc Severity: Fatal	Speed Limit: 50mph	C/way Hazard: None	C/way Type: Dual	Ped Xing: Npernox
A414 North Orbital Road Smallford At End Of London Colney Longabout & At J/w C61 Smallford Lane				On Site: Yes
V1 Car Trav Ne Has Left London Colney Longabout Onto North Orbital Road At Speed, Lost Control & Left C/way N/s Into A Tree. Driver V1 Using Mobile Phone				

Easting: 519838**Northing:** 206452***Contributory Factors***

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	B	Speeding	Flooddri	Poorturn	Swerved	Mobileph	Fatigue

Casualty Details

Acc Ref: 2016-410119211	Cas Class: Driver	Car Passenger: No	Cas Severity: Fatal	Ped Movement: Notped
Veh Ref: 1	Cas Age: 42	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Wornnot	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 147134	Manoeuvre: Ahead	Skidding: Overturn	Impact Point: Front	Driver Breath Test: Ntprov	Driver Age: 42
Veh Ref: 1	Location: Carw	Object in Cway: Kerb	From: W	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Lr/about	Object off Cway Tree	To: E	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy Nearside	J Purpose: Other	Driver Severity: Fatal	

Accident Details:

Acc Ref: 2016-410111005	1st / 2nd Rd: A414/08 C61/10	Jun Detail: R/bout	Weather: Rain	Num Cas: 1
Day of Week: Mon	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 0
Date: 05/09/2016 07:40:00	District: StAlbs	Spec Conditions: None	Road Surface: Wet	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 50mph	C/way Hazard: None	C/way Type: Dual	Ped Xing: Npernox
A414 North Orbital Road Colney Heath J/w C61 Smallford Lane				On Site: Yes

Both Vs Trav Ne On North Orbital Road Leaving Rbt & V1 Car In Lane 2 Has Lost Control On Wet C/way & Collided With O/s V2 Lgv In Lane 1

Easting: 519855

Northing: 206449

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A			Slipweat			
V 1	B	Reckdriv	Unfamveh		Aggsdriv		

Casualty Details

Acc Ref: 2016-410111005	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 23	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 146919	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notreq	Driver Age: 23
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Lr/about	Object off Cway None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Unknown	Driver Severity: Slight	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Offside	Driver Breath Test: Notreq	Driver Age: 46
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothtrun	
Veh Type: Gdltwght	Junction: Lr/about	Object off Cway None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Unknown	Driver Severity: None	